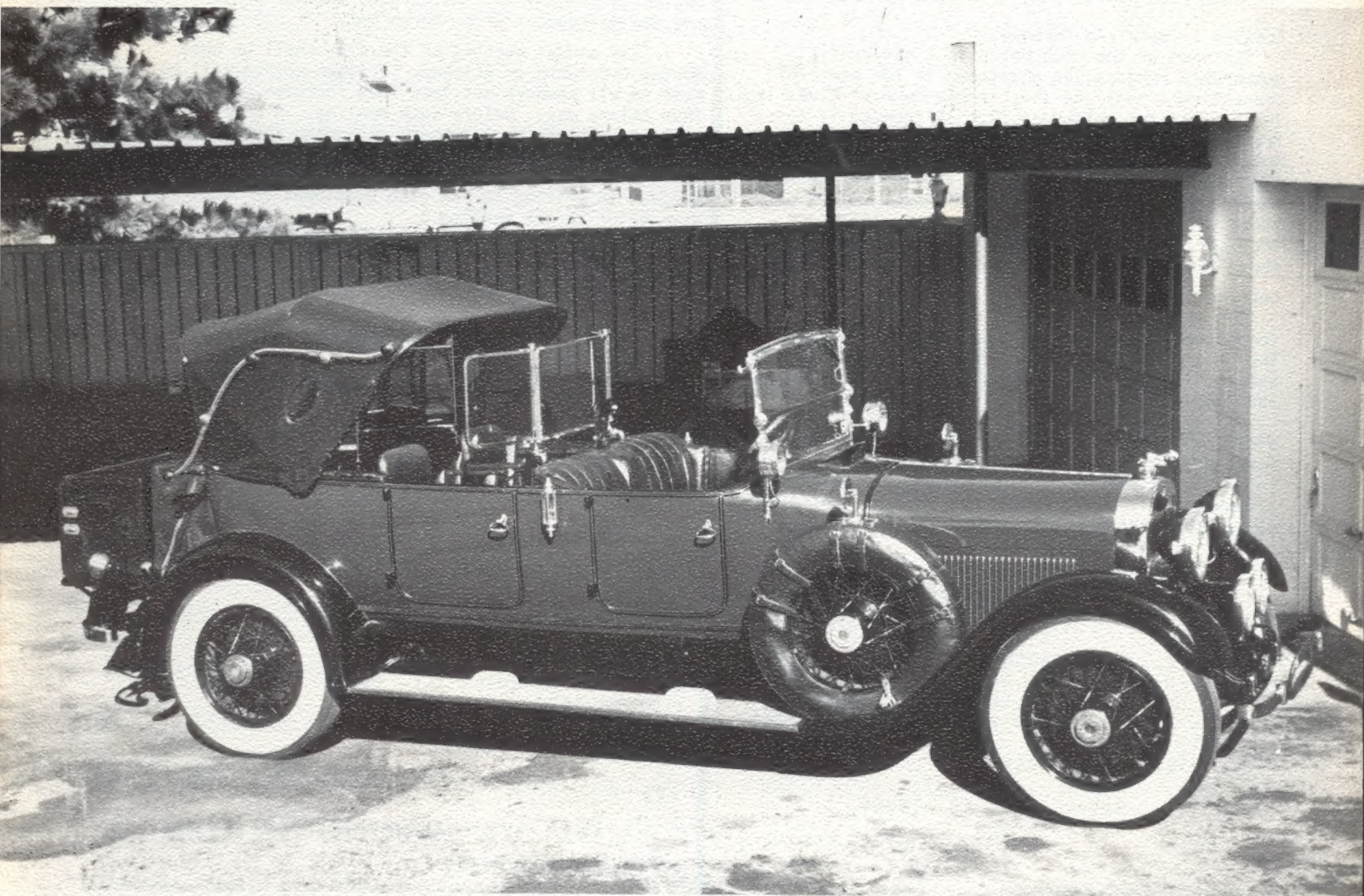


The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

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1927 LINCOLN IMPERIAL VICTORIA

TOURING

The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

1921-1930: KEN PEARSON
125 Dole Ave.
Crystal Lake, Ill. 60014
H 815-459-2888, O 312-658-4588

1931-1939: DICK PRICE
RD #1
Green Lane, PA 18054
215/234-4456

MEMBERSHIP CHAIRMAN

PETER HUBBELL
5670 Commerce Road, West Bloomfield, MI
313/681-4372 48033

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00
5. Dues for active members shall be \$10.00 per year.
6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.
7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

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PRESIDENT

DICK CHAPMAN
914 Longstreet Dr., Brentwood, Tenn. 37027
615-790-3799

VICE-PRESIDENT

JOHN BROWER
1773 Maple, Holt, MI 48842
517/699-2746

SECRETARY-TREASURER

HENRY B. HARPER
Box 189, Algonquin, ILL 60102
312/658-4588

EDITOR (temporary)

KEN PEARSON
P.O. Box 189, Algonquin, Ill. 60102

RECORDING SECRETARY

SIG STENSLAND
4420 Tipsico Lake Rd.
Milford, MI 48042

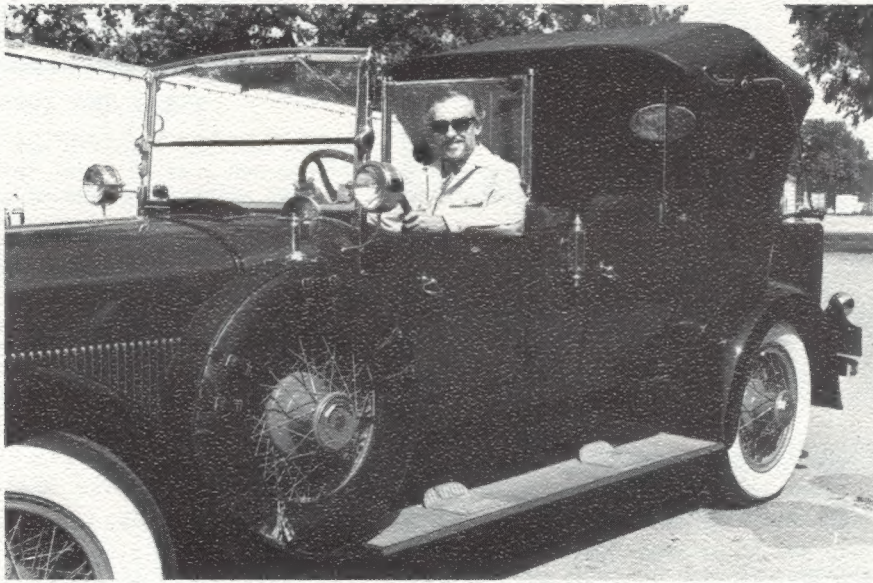
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CLUB PROJECTS

1. 1924-1930 Lincoln Service Bulletins \$ 30.00
2. 1931-1935 Lincoln Service Bulletins 25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins . . . 5.00
4. L Lincoln Shop Manual 20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) . . . 5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) . . 5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Ill. 60102



1927 LINCOLN
IMPERIAL VICTORIA TOURING
Model 150B
Custom Coachwork by "Fleetwood"

"NAPOLEON" - 1927 Lincoln, Imperial Victoria Touring, by Fleetwood. This is the largest Lincoln of the Roaring Twenties known to exist. It measures 14" longer, 6" taller and 2" wider than other Lincolns of its period. It was built on a 150" Lincoln ambulance chassis (Model 150B) at a cost of over \$15,000 in 1926-27.

One-of-a-kind, the body was specially designed and custom built by the elite Fleetwood coachbuilders of Pennsylvania for a tall Frenchman weighing nearly 400 pounds; thus the French Marshall headlights with matching driving lights, the French side coach lamps of solid German silver and lead crystal, the French radiator ornament, "Le Hurlleur," (favored by Henry Ford for the Lincoln), copied from the artist's masterpiece at La Louvre Museum, Paris -- all of which explains why this giant of a classic is called "Napoleon".

Car is equipped with three windshields, two luggage racks. The Lincoln rack is enlarged; the engine hood is elongated with two extra louvers.

The tail lights with custom mounting brackets are spread 8' beyond standard width. The front windshield doubles forward; the Victorian rear quarter fully collapses, converting the car into a luxurious parade chariot.

ALLO!



Owner was accompanied by both chauffeur and valet; side lamps and inside rear lights are automatically illuminated when the valet's front door is opened. Extra arm chairs for guests are removable by a large wing nut. A rear seat microphone facilitates directions to chauffeur via the dictaphone system. Yellow driving bulbs were mandatory in France where the car transported its owner, with special guests, to his favorite entertainment, the Opera of Paris.

This is, by far, the largest and most unusual member of T.L. and Daisy Osborn's rare LINCOLN STABLE collection at Tulsa, Oklahoma. Restoration has been mainly limited to a new top, new tires, limited re-chroming and new wiring.

"Napoleon" is completely road-worthy and performs normally with turnpike traffic. The excellence and grandeur of design and craftsmanship evident in this truly GREAT LINCOLN AUTOMOBILE, built by Fleetwood, is unsurpassed.

The car was discovered by Mr. Osborn, who speaks French fluently, and is often in Europe. It was brought to Tulsa, retopped, re-tired and quickly it became an unusual attraction at old car meets throughout the area. The car is on permanent exhibit (when not at area shows) at the Tulsa World Museum.



ADIEU!

T.L. and Daisy Osborn's 1927 Lincoln

February 10, 1978

Dear LOC Members;

Here is a short story of my one and only model "L", and some photos.

My interest in antique automobiles, Lincolns especially, began when I was seventeen years old in 1965. I was looking for my very first car to drive to highschool as a senior. Knowing nothing about old Lincolns because they are never seen around as are other makes, a "Baby Lincoln" caught my eye. Yep, a 1929 Ford "A" Town Sedan, with Murray body, and everything rare stripped off of it. It was in sad shape, but I drove it by LOC member Jack Passey's garage on the way home from Camden High School one day, to buy some parts for it. (Jack had been selling "A" parts on the side then.) It was at Jack's shop that day that I first saw an "L" Lincoln, or should I say Lincolns. Boy, that did it! Someday I had to find one of my own.

Well, after six years in the Navy, I came home to finish up restoring the "Baby Lincoln." When Jack moved his shop to Freedom, California I stopped by with some old car buddies to ask if Jack knew of any "L" Lincoln sedans for sale. My friends and I are 1920's enthusiasts and enjoy touring up to San Francisco to see vintage silent movies with live 20's pipe organ accompaniment, at the old Avenue Theater. Then on to Earthquake Magoons, in the city, to hear the great 20's jazz of the Turk Murphy Jazz Band. The gang told me we needed good, fast, roomy transportation, and Jack sold me a Lincoln. Our Lehto Mob, as we call it, now has a fine 1925 Lincoln, type 134, 7 pass. Sedan, serial #25742. I suppose when people saw 2 or 3 sinister 20's sedans full of authentically garbed guys and gals, we began being called "The Mob". There are now 10 of us all together, and five various makes of sedans from 1925 to 1927.

Mobster figures in the mid 1920's who owned Lincolns were: Jake "Greasy Thumb" Guzik (Al Capone's treasurer) had a 1925 L Limo, Rival mobster William "Klondike" O'Donnell owned a '26 "L" in Chicago. Brooklin gang chief Frankie Uale, alias Frankie Yale, was gunned down on 44th street while driving in his '27 "L" coupe roadster.

"The boys" tell me to say thanks to our Mob Lincoln Dealer, "Passey Motors" for keeping us one step in front of the cops and their new "L" Police Flyers!

Steve "Babyface" Lehto
Steve "Babyface" Lehto

NOTE: Some credit on the restoration of above Lincoln is due your LOC technical advisor, Ken Pearson, who furnished much information through a series of correspondence.



The "Letho Mob" takes delivery of a new 1925 Lincoln sedan, Mob members L to R: Wayne "Mad Dog" Sheldon (seated), Ed "Little Eastside" Archer and his wife, Karen "Peaches" Archer, "Dapper Dan" Erceg (Kneeling), and Steve "Babyface" Lehto.



The "Letho Mob" at the Silverado, Calif. concours. Our 1925 Stearns Brougham sedan. L to R, Debbie Smith, Ed "Little Eastside" Archer and wife, Karen "Peaches", "Dapper Dan" Erceg (kneeling), Dan "Little Smitty" Smith. (1977)

LINCOLNS THAT WENT TO THE DOGS

by R. Scoon

"A fool and his money are soon parted," especially when a Lincoln is the object of his desire. Each time our LOC Roster lists my 1923 enclosed drive seven passenger limousine as rough/unrestored, I am at least gratified that it got into that select company at all. Tim Howley stated in Nov. 1, 1977 "Old Cars" that "A Lincoln is a car that only an owner could love" and continued on in that vein. His comments about our favorite equipment are pleasant even if dotted with errors of historical fact. One fact not touched upon but which has affected all of us Lincoln collectors has to do with who made money speculating in dogs. A few years ago an article on buying and selling cars of value brought out that the greatest profit was made by the initial finder who knew what he was finding, and the next greatest profit by the next buyer who did no more than put on better tires and vacuumed the upholstery. From that point on, the profit margin sharply declines due to restoration investment, constant deterioration, and a weak market. There are only so many buyers for \$8,000 Lincoln L sedans. This article will recite the author's experiences in locating, buying, and retaining a cheap Lincoln.

The period when Lincoln could be found and bought for under \$500 was 1945-55. I came onto the scene a decade too late, but that was preferable to being two decades too late. My pursuit of a Model L dates back to 1937, when a family friend would drive me home from the ten cent Saturday matinee in Cleveland in his threadbare but very serviceable 1928 town car. He ran a towing service and general garage of the type now nearly extinct. Climbing up into the scuffed leather chauffeur's seat, with no roof overhead, and then aristocratically navigating the avenue above the plebeian Terraplines and Ford V-8's, was the height of glory.

While living in northern New Jersey in the spring of 1964, my appetite for a Lincoln resumed. Not knowing where else to begin my search, I turned to the antique and classic cars for sale column of the "New York Times" and pursued leads to such distractions as a Springfield Rolls with chauffeur's compartment at \$1500.00, v.g. and lately back on the market plus one zero, and a 1928 Packard 8 cut down into a fire truck. It had a cracked block, and the kindly owner warned me not to make a bid. Somehow I fell across the name of Dr. Miles O'Brien in Connecticut and phoned him one day while he was installing a filling. He was courteous but somewhat distracted by the business at hand. He did give me the place to write for the "Fork and Blade". In the want ads of a long-defunct Georgia antique cars magazine whose prices now appear to be heart-breakers, I came across an ad for a Pittsburgh, Lincoln sedan, seven passenger, and the price was \$1100. Correspondence revealed that the car was in "very fine condition and for the most part original". It had one small dent in the rear from having been pushed at some time, lacked the vanity case and the dash clock, but otherwise was quite respectable. The owner claimed that he "was awaiting clearance for a mechanic to give the car a needed tune-up, since it has not been run for the past three summers".

We arranged our vacation in July to look over this Lincoln, which we found stashed away in a damp brick garage in an old part of the city. The bachelor owner had gone off to Africa on business, leaving us a good fifteen minutes of privacy to inspect the limousine whilst his brother wondered what

any sensible man would find interesting in such an old boat. When the car proved to be generally tired and greasy, I decided this dog was not for me at that price. Also, the wife's determined opposition to antique cars of all sorts helped solidify my decision, at least for the moment.

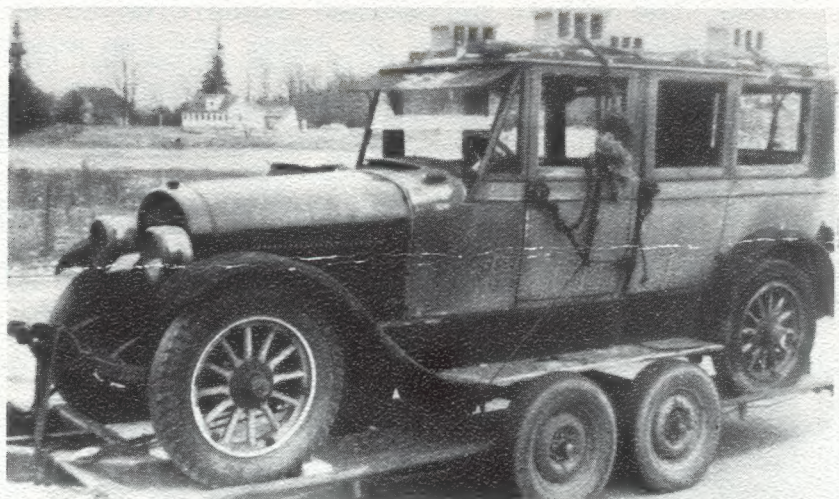
More letters came and went over the next year, and by February, 1964, the owner got his price down to \$850. Three days later, I was summarily fired by the short-tempered president of the college where I was employed and given until June to betake myself and my antique car interests elsewhere. Since the Pittsburgh Lincoln vendor wanted an immediate sale or he would withdraw it from the market until warmer weather and raise the price, here endeth that chapter. I wonder who's loving her now?

While this exchange of love letters was going on, two other dogs were being pursued. An ad in the "New York Times" at Christmas, 1964, for a rare 1919 Lincoln coach caught my eye. The owner proved to be a Miami dealer in exotic foreign machines who had taken it in on trade for a Ferrari or Alfa Romeo. Anyone party to such a deal deserved what he got. Again, this Lincoln was described as being in original but worn condition. The dealer wanted \$2,000 and my 1959 English Austin diesel taxi in trade. Having found diesel fuel hard to obtain and having been asked never again to presume to enter it in an AACA parade, thereby infuriating the owner of a 1914 Mercer who tore up his membership card and threw it in the faces of the judges because of that and because he failed to get 1st prize as always, I had decided to strike the best deal possible. The Miami Lincoln was not to be that deal, however.

We did learn from the vendor that this Lincoln had belonged to Admiral Byrd, who got it from "General Pershing's estate for sentimental reasons". He also claimed that this car possibly dated even from 1917,* according to an old-time Cadillac mechanic who had tuned it for him. "Ah, profit, what crimes are committed in thy name". In April, 1965, I received a phone call from a resident of nearby Paterson, N.J., who said he now owned this Lincoln coach, and what did I know about its history? A visit followed to see the Lincoln, and subsequently I arranged an appointment for the owner with another AACA'er who had money and was hot to trot, or so he said. By this time, the price was up to \$3500, somewhat above the market for an about-to-be unemployed librarian. An electric fuel pump had been installed, since the vendor did not want to invest a cent more than necessary in cleaning out the Stewart-Warner vacuum tank. He was, in fact, a dealer in fine Persian rugs who had hauled the Lincoln north in hopes of profitting at someone else's expense. The Lincoln's body plate was numbered in the low 300's, which makes it the oldest one around, I believe. It had the 130" chassis, wreathed cowl lights, suicide doors, and pearl gray interior. Apart from lacking the bustle, it closely resembled Andy Hotten's 1921 opera coupe pictured in "Automobile Quarterly" for fall, 1968.

Where is this relic now? About half a dozen years ago what was surely this same car surfaced in the Boston area, the price being around \$5000. One of my informants reported that the owners were disillusioned because they were somehow related to the Byrd family, had bought the car on the strength of the name, and now wanted out, having learned that the pedigree was mongrel, not thoroughbred. This Lincoln deserves to be tracked down today and entered in the LOC register.

Through an ad in the January, 1965, "Hemmings" I had turned up still another cheap Lincoln. A Boston address offered a 1925 Brunn Sport touring with 30,000 miles at \$2500. I did not want a soft-top Lincoln, however, but a limousine



like the one which had hauled me home from the movies, and furthermore the price was astronomical. Correspondence with the vendor developed the intelligence that he also had for sale a 1924 seven passenger sedan at under \$1000, and a 1924 Fleetwood limo cut down into a truck, for which he was entertaining offers in the \$300 range. He never would get precise about figures nor send a photo of the truck. Since he used a total of four Massachusetts and one Maine address, and kept inserting his come-ons in various publications, I became suspicious. It developed that he used two different names never in the same hand, for he was always out of the office said his crudely typed memos. I recognized one of the Boston addresses as scarcely being the sort of neighborhood where the owner of Lincolns of this type would reside.

The 1924 Lincoln sedan was touted a "A valuable piece because there were relatively few made and few(if any?) in existence. It would also make both a reliable and practical usable vehicle for tours or other use, especially in the country where dirt roads and fields require a high clearance". This vendor began to sound like the Pittsburgher awaiting clearance for a tune-up, and I began to look for a clearance from this particular Lincoln. However, we tire-kickers and other triflers die hard, and after many requests he sent me in April the photo which appears herewith. This showed that the actual condition of his Lincoln was not quite as described: "the roof needs renewing and some woodwork". By that month I was trying to get out of New Jersey, and the Lincoln got sold about the same time to another Boston speculator who soon after offered me his treasure at around \$1200 minus the headlamps and other valuables easily removed for swap meet stock. He claimed, when I recited the car's former condition, that vandals had broken into the shed and made off with them. He was also nonplussed to learn that I knew as much about this Lincoln as I did, and admitted that the former vendor used aliases "his wonders to perform".

About 1971 I again tangled with my mysterious Lincoln seller or his first cousin, sending \$50 for a set of five Chrysler wire wheels to fit my 1949 Jeepster. He kept my money and the wheels, but reference to the Boston postal inspectors finally retrieved the merchandise with his explanation that "he did not know quite how Mr. Scoon had wanted them shipped". This same person about a year before or later advertized hub caps which proved to be

other than advertized, with the result that my complaint to the classified editor of "Antique Automobile" got a refund. New England seems to have more than its share of leeches on our hobby, but persistence does shed them in due course.

September, 1965, found us living in Pasadena, Cal., and the following year I was driving down the main street on a Saturday morning when I came upon a young married man parked in his 1929 LsSalle opera coupe. Dogged conversation and follow-up finally paid off, for it happened that he also owned a 1927 seven passenger sedan of our favorite marque. It took me two years to get into the garage where this Lincoln was stored, and only then because the freeway was going through the property, and the car had to be moved. It was covered by a plastic sheet to guarantee mold and mildew, but did have an unusual trunk mounted on the left running board, blocking off the door. This car had been used on the California desert during Prohibition days, with frequent visits to Mexico. The trunk was handy for carrying liquid cargo.

This sight wetted my appetite again for old Lincolns, and I presented the owner with a check for \$625, a figure he had hinted might sway his mind. Instead, he entered hospital and at the same time lost his job in the aerospace industry. A month later, he emerged, having decided to hang onto his Lincoln. After all, he had only paid \$200 for it in 1962 or so. The Lincoln was driven or booted fifty miles east to his new address, and on my last visit last year, was still encased in the plastic bag. The dash has turned green, but a bag of mothballs has, just as I advised him, fended off further raids by mice.

My \$625 check had already been well-travelled by the time it reached the aforesaid Lincoln owner, for in 1967 it had spent about two months under the Pasadena living room carpet of the mother of another Lincoln fancier. Through a Judkins coupe, vintage 1927, I had learned of a 1928 close-coupled sedan with blind rear quarters but otherwise the mate to the 1924 model shown on p.168 of Clymer's "Those Wonderful Old Automobiles", complete to the trunk and dual spares. The trunk was home to a swarm of termites. The link between the Judkins and the sedan was a bread truck driver who spent his employer's time looking for marketable old cars instead. (Another Lincoln he put me onto was a 1923 tourer made into a wrecker. The owner had just sold it for \$850 to a front for a TV studio and George Barris revolutionized it for the "Good Guys" series, long defunct. The poor old girl was violated.) He had bought the Judkins for around \$300, resold it for double that to a bachelor who appreciated the nearly identical four fenders but not the work entailed in restoration and advertised its extra tires for sale in the "Los Angeles Times". These being 20", they fitted my pride and joy, a 1929 Model A Ford school bus. When I saw the Judkins, I got that old dog fever again until he mentioned that \$1500. was the least he could accept for it. Subsequently, the car made its way through the hands of a Lancaster, Cal., dealer into Harrah's, we heard, the price having reached \$6000 or more, once a paint job had been applied. Harrah's was alleged to have raffled off the Lincoln after that. Why do some old Lincolns change hands so often?

The Judkins owner put me onto the bread truck driver who had sold it to him, and he in turn introduced me to the 1928 close-coupled sedan. Its owner was somewhat eccentric, liking goats so much that he often took them for rides in his pick-up truck. He garaged the Lincoln at his mother's house, which was in a rather poor neighborhood, hence her preference for hiding money under her carpet instead of in a bank. In due course, her son decided my \$625 was not enough for his car, I received it back, and a certain well-known Bay Area Lincoln dealer traded him a 1930's Dodge plus some cash for the Lincoln. After

a quickie touch-up, the sedan turned up in "Hemmings" at around \$4500 and sold at that figure. It also resold in more recent years, but for a little less money, we think.

Hope for old Lincolns at affordable prices springs nearly eternal, so that I carried on my detective work. Once again "Hemmings" provided a lead. A Little Rock, Ark., owner listed his 1924 sedan for sale at \$1950. It appeared from the glossy photos to be in very good shape but the price was out of my reach. Through a Model A Ford parts dealer I learned of a 1929 Lincoln town car stored in El Monte, a nearby suburb out of the high rent district. Some sleuthing turned it up in an old cattle barn which has since been razed for a housing development. It had belonged to some silent movie starlet, had the speaking trumpet behind the chauffeur's ear, and a division window not only divided in three vertically, but with the side glasses curved as well. While the owner admitted his asking price had long been \$1300, he had recently added an extra 0 to the figure, seeing that these cars were doing so well at the new auctions recently introduced. Furthermore, I learned from another source that title to this Lincoln was somewhat in dispute between this man and his Utah brother. They alternately got court orders allowing them to haul the poor town car back and forth across the state line. The last I heard, it was back in Utah to stay.

Just before Christmas, 1969, an ad appeared in "Hemmings" for a 1923 Lincoln limousine, \$495. This time I wired my money and asked no questions. This is no way to buy a car, say all the experts, but I had to have my dog at last. Contact was made with a moonlighting trucker going up to Napa, where the car was stored, and for \$100 he agreed to return with my quarry. At last I should have my Lincoln! I had it, and was had, said a fellow owner of the same year and body style, minus my division window.

Upon arrival at Pasadena, the Lincoln proved to be 95% rot and 5% usable parts, but it was all there and all mine, even to the forged siren bracket on the Biflex front bumper and the flag bracket for flying the mayor's pennant. My Lincoln proved to have been bought in early 1924 as a late 1923 model by James Rolph, Jr., "Sunny Jim", for sixteen years mayor of San Francisco, and from 1931-4 Governor of the State. Apart from an obituary notice obtained from the San Francisco Public Library and several reminiscences from old-timers, no other data could be turned up on the car's history. His nephew, a judge, let it be known to a political friend of mine that he did not care to be contacted about this vehicle. This confirms the observation of a sleuth of classic cars several years ago who tracked down the Hollywood celebrities who originally bought the Packards, Deussenbergs, and Lincolns, now touted on the auction circuit. To a man-and woman-they were either rude or abrupt. Mae West was more than annoyed on being reached on her experiences with a car long since sold and forgotten.

As for Governor Rolph after the Lincoln moved out of his life, he earned the sobriquet "Penny for Jimmy" with his 1933 budget which proposed a one cent sales tax which he promised to apply for just one year. It is still in effect at six times that level. Upon his death in office in 1934, he left his good will to an old friend, and little else to anyone else apart from his immediate survivors.

The Rolph Lincoln was found in roofless barn by my driver, down in the mud to the hubs of its disc wheels, all of which lacked tires and rims. When the driver's pick-up began burning its clutch trying to draw the old girl out of her sanctuary, he had to resort to the farmers tractor. In the course of this exercise he learned that the seller had only recently picked up the Lincoln from a high school youth who had visions of creating a speedster out of the remains but quit after thinking better of the project. Upon delivering

the Lincoln to Pasadena, the driver affirmed that he would never again tackle such an excursion.

From 1970-78 the Lincoln was towed on its own wheels to five different locations. Once a lawyer friend let me haul it to his house in 1972, but his wife gave me exactly one week or less to remove it. She did not fancy antique cars. It went from there to a church parking lot until 1977, when the authorities demanded its removal following an abortive attempt to burn it by unappreciative neighbor boys, and various inquiries, "Do you want to sell that old wreck?" One such query came from a sleuth for an anonymous Santa Barbara speculator who profits from his customers' covetousness. This operator recently was stuck with a 1916 White which he had so overpriced that he could not give it away. Another speculator in the same city has a warehouse full of classics and antiques which he zealously guards as money in the bank. Occasionally he doles out one of these to an appreciative customer. To get back to the sleuth referred to, he offered me \$700 for my Lincoln but flatly refused to reveal the identity of his principal, except to admit he bought low and sold high. May such a person be condemned to losing buckets of money on Oriental rugs or silver coins. Just leave old Lincolns to the obscurity they deserve.

Was all this Lincoln hounding profitable-- six years and more than that number of dogs later? I proved that persistence and pen pal letters do pay-- that a miser can indeed find a non-classic pre-1925 Lincoln at a price he can afford, and that he can continue to work on it in spite of many obstacles. One man has encouraged us all these years: Tom Powels. Another Bay area owner of a cheap old Lincoln sings the same refrain. Both of us are Model A Ford types who simply want to cover the spectrum of Ford production at that time. When all the profiteers are gone onto greener pastures, the rest of us will still be fancying the deep-throated roar of a Model L as it passes aristocratically by the common herd on the avenue. Someday my Lincoln, my much maligned tired old Lincoln, will look as manicured as LOC member Gerald Nau's of the same vintage. If Henry Leland and Henry Ford could persist until they achieved their objectives of quality and identity, so can we.

R. Scoon,
Editor of "The Albatross"
an occasional newsletter
for owners of old Whites
and/a
Lincoln Owners' Club member

*Editors Note:

To my knowledge there were no Model "L" Lincolns built prior to 1920 (1921 Models)

We wish to thank those members who have taken an interest in the Fork and Blade by sending pictures and stories for publication. If you have a car to tell us about, we urge you to submit your story and pictures so that other members can share the pleasure of your Lincoln. We also welcome any technical material you may wish to submit.



A 1930 model on the long wheel base. I have seen this photo in one old car book a long time ago. It is obviously a custom job and was probably ordered through Maddux Lincoln for a Beverly Hills Client. Photo courtesy Dick Whittington; submitted by R. Zobelein.



A 1925 ? Lincoln sedan. Photo was ordered by Pennzoil Co. for publicity and the license plate indicates 1931. I wonder how many miles the car had on it's speedo. Before the next trip I hope someone sells them a new front tire. Photo courtesy, Dick Whittington; submitted by R. Zobelein

TECHNICAL TIPS

From L.O.C publication of
March 1959 and December 1959

MINOR BRAKE ADJUSTMENTS

1931-33 Ordinary adjustment necessitated by natural wear of the lining may be carried out in the following manner. This adjustment applies to all four wheels: Jack up the car. Loosen the lock nut on the eccentric adjustment and turn the eccentric in the direction wheels revolve when the car is moving forward, until a slight brake drag can be felt when turning wheel over by hand. Then turn the eccentric in opposite direction until wheel is just free of brake drag. Tighten the lock nut. Then remove cover plate on outside of brake drum, and with a screwdriver or other suitable tool, turn the notched wheel of the adjusting screw toward the rim of the backing plate, until a very slight drag can be felt when turning the wheel over by hand. Then turn back this adjusting screw until wheel is free of brake drag. Depress the brake pedal approximately 3 inches, using hand brake or pedal jack to hold pedal in this fixed position. Try the brake holding effect by pulling wheels over by hand. All wheels should be alike. If not, loosen - not tighten - the adjusting screw on the tighter wheels until the brake drag is the same on all wheels.

1934-37 With all four wheels jacked up, loosen the lock nut on the eccentric adjustment. Revolve the wheel into a position so that the inspection hole in the brake drum is about 1" from the adjusting screw end of the lining on the top show. Insert a .014" feeler gauge. Turn the eccentric adjustment in the direction the wheel revolves when the car is moving forward until the lining can be felt to grip the feeler gauge when the same is moved in and out. Hold eccentric in this position and tighten lock nut. Revolve wheel again to see that brake is free. Remove the cover plate and with screwdriver turn the notched wheel of the adjusting screw toward the rim of the backing plate until a slight drag can be felt when turning the wheel by hand. Then back off the adjusting screw until wheel is just free of brake drag. Make adjustment on all four wheels. With car still jacked up, try the brakes by depressing pedal 2 or 4 inches, using a pedal jack to hold in fixed, depressed position. Try the brake holding effect by pulling each wheel over by hand. All wheels should feel alike. If not, loosen the tight brake rather than tighten the loose brake, until all wheels feel alike. Replace the cover plates and lower the car.

MODEL K (1935-1940) WATER PUMP OVERHAUL

With the pump removed from the car, pull the drive coupling from the forward end of the pump shaft. Remove the cover from the back of the water pump housing, loosen the packing nut and pull the impeller and shaft out from the rear of the pump. To press the bushing out of the pump cover, first remove the screw plug and lubricator fitting, then press the bushing out forward. Assemble in the reverse order, lubricate the fitting and then tighten the packing nut only enough to stop leaking. Tightening the packing nut forcibly will cause the packing to bind on the shaft, resulting in a scored shaft which will make it difficult to keep the pump from leaking.

IGNITION TIMING(1935-40)

The front cylinder in the left bank is designated as No. 1 and the left bank of cylinders are numbered 1,3,5,7,9,11. The cylinders in the right bank are numbered 2,4,6,8,10,12 counting from the front to the back of the engine. On 1935 Lincoln K models there is a six-hole cam and two breakers, each working through its own coil. The two arms of the double-end rotor distribute current to right and left blocks respectively. The end for the right block is connected to the terminal in the center of the distributor while the other end of the rotor receives its current from the off-center terminal in the distributor cap. With spark control lever fully advanced, and with No. 1 piston in the right bank nearing the end of its compression stroke, the stationary breaker points should open when the A/2 mark on the flywheel lines up with the peephole pointer. Crank the engine until the mark A/1 on the flywheel registers with the pointer at the peephole. In this position the adjustable points should just break to fire No. 1 cylinder in the left bank. On 1936 thru 1940 Model Ks it is the same as preceding except the marks on the flywheel for ignition timing are DC 2-12 and DC 1-11.

CLUTCH PEDAL ADJUSTMENT

There should be approximately 1 inch of free travel before the clutch pedal starts to release the clutch. To attain this, back off the clutch arm adjusting screw.

TRANSMISSION, REMOVE AND REPLACE

Remove the front compartment mat and remove the floor board. Disconnect the propeller shaft at the flange to the rear of the universal joint. Uncouple the universal joint by removing the housing bolts and separating the housing. Disconnect the brake pull rod, unbolt the transmission support and remove the cap screws from the bell housing. Reach through the inspection hole in the bell housing and remove the clutch release bearing pull back spring. Insert pilot studs in two of the bell housing mounting bolt holes and pull the transmission straight back until the clutch shaft is clear. Lift the transmission out through the driving compartment.



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Mar-Apr	Mar-Apr	Mar-Apr
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<u>1971</u>	<u>1974</u>	Sept-Oct
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AUGUST 11th - 12th and 13th

HOLIDAY INN-DEARBORN, MICHIGAN

Tour of the Lincoln factory on Friday the 12th

More information and detail to follow.

Plan to include the meet in your summers'activities.

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1932 KB 2 window town sedan. Completely restored. Thorn Brown with Haver Hill Brown. Side mounts and trunk rack. Show condition. Carl Lawrence, P.O. Box 186, Bell Flower, Illinois 61724. 309-722-3469.

1934-1940K, perfect reproduction parts: Water pump drain plug \$12. Spring shackle precision spacers \$4 ea. Oil pan drain plug for 1921-1940 \$7. Water pump nut bushing \$7. Front cover oil seal \$4. Headstud corrosion cutter for removal of alum. heads \$15. Grille medallion chrome mounting ring \$10. Running Board flashing felt \$6. pr. Xerox copy of instruction book \$20. state year. Radiator lower hose elbow \$10. Substitute for upper hoses, \$10 pr. For 1933-1934 repro chromed gas cap \$35. (have 1 only) Xerox copies of MOTORS section on 1934-1940 cars \$5. As always satisfaction guaranteed or full refund. H. Kaphingst, 5825 Tower Drive, Newport, Minn. 55055. Also front wheel grease retainer felt inserts \$4 pr.

WANTED

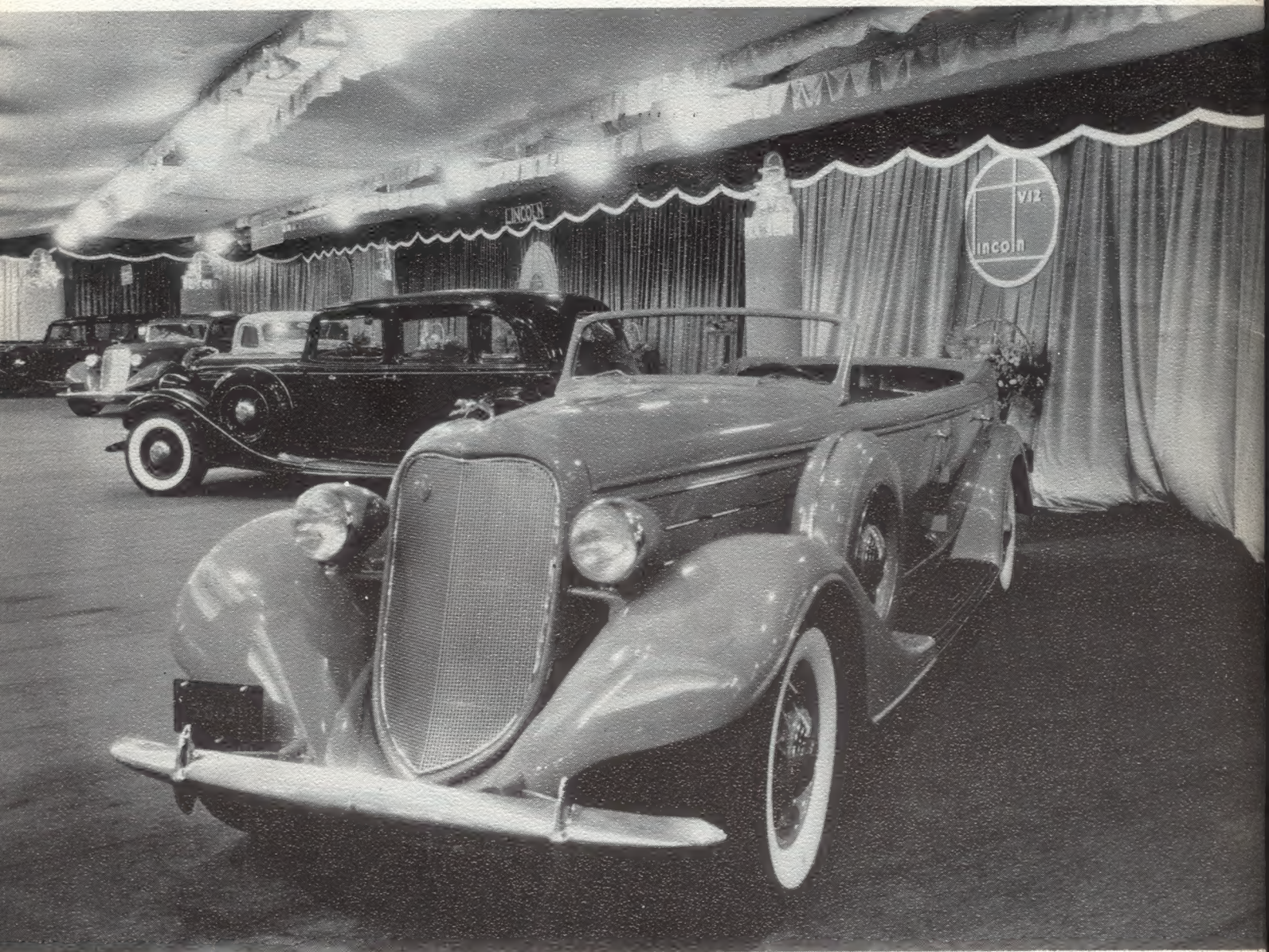
1932 KB Hub Caps; 1925-26 "L" Owner's Manual; 1931 "K" Service Manual; 1932 "KB" Owner's & Service Manual. Also want any color sales literature for above years and models and any copies of The Fork & Blade before May 1969. Bob Schill, Box 52, Hinsdale, NH 03451. Tel: 603-336-5801

For Lincoln, 1934 V-12. Need coupling for generator drive. Also need oil pan, timing cover, and valve cover gaskets, radiator greyhound, front fender parking lights and tail light lenses. Howard Wendling, 51 S. Vernon Lane, Ft. Thomas, Ky. 41075. Call person to person, collect after 7 P.M. 606-441-9536.

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1935 LINCOLN